Hongkong Telegraph

No. 3855 MONDAY, SEPTEMBER 17, 1894. THIRTY DOLLARS PER ANNUM.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP £ 251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
ALLOWED on CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, 6th November, 1893. [210

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £275,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.....5 per cent.
" " " 6 " 4 "
" " " 3 " 3 "

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, 17th May, 1894. [563

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £ 568,600

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 " 4 "
" 3 " 3 "

JOHN THURBURN,
Manager, Hongkong.

Hongkong, 18th June, 1894. [20

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
H. Stolterfoht, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.—London, Yokohama, Shanghai and Amoy.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 16th November, 1893. [7

Amusements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS
WILL GIVE
TWO MORE
OF THEIR
POPULAR ENTERTAINMENTS
ON
SATURDAYS,
SEPTEMBER THE 22ND AND 29TH,
For the BENEFIT of the
PLAGUE WORKERS.

UNDER DISTINGUISHED PATRONAGE AND SUPPORT.

ENTIRE CHANGE OF PROGRAMME.

FULL PARTICULARS in PROGRAMMES, which will be issued on or about
MONDAY,
17TH SEPTEMBER.

Popular Prices.....$2 & $1.

Soldiers and Sailors in Uniform, half-price to Back Seats only.

Doors Open at 8.30.

Commencing at 9 o'clock precisely.

PLAN and TICKETS at Messrs. KELLY & WALSH, Limited.

SEATS may be Booked on and after SATURDAY, September 15th.

A SPECIAL TRAM will run to the Peak, and a SPECIAL LAUNCH to Kowloon, 15 minutes after each Performance.

WILLIAM BLAYNAY,
Hon. Secretary.

Hongkong, 12th September, 1894. [959

Insurances.

THE
STANDARD LIFE ASSURANCE COMPANY
has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby giving greatly increased Security to the Holders of the Company's Policies.
For full particulars and rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th June, 1894. [743

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, OF TOKYO.

THE AGENCY of the above-named Company having this Day been TRANSFERRED to the Undersigned, they are now prepared to accept RISKS against FIRE at CURRENT RATES.

For the MITSUI BUSSAN KAISHA,
K. FUKUI,
Manager.

Hongkong, 2nd July, 1894. [746

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO }
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 19th December, 1885. [940

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [180

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, &c.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
THURSDAY, the 20th September, 1894, commencing at 2.45 P.M.,
at No. 11, KNUTSFORD TERRACE, KOWLOON, The Residence of
J. BROWNHILL, Esq.
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising:—

TAPESTRY, COVERED DRAWING-ROOM SUITE, OVERMANTELS, FANCY TABLES, CURTAINS and POLES, ORNAMENTS, FENDERS and IRONS, HANDSOME SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, GLASS and CROCKERY WARE, ELECTRO-PLATE and CUTLERY, LAMPS, &c.

DOUBLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, DOUBLE WARDROBE with GLASS DOORS, LINEN, WARDROBE, MARBLE-TOP WASHSTAND and SETS, DRESSING TABLE, CHEST of DRAWERS, &c., &c.

PANTRY, KITCHEN and BATH-ROOM REQUISITES,
&c., &c., &c.

Catalogues issued prior to Sale. On View from Wednesday, the 19th September, 1894.

TERMS OF SALE:—As customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 15th September, 1894. [973

Notices of Firms.

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

DURING my absence from Hongkong Mr. C. L. GORHAM has been appointed ACTING AGENT of the above Companies.

J. S. VAN BUREN,
Agent.

Hongkong, 12th September, 1894. [967

Intimations.

TO JOURNALISTS.

AN EXPERIENCED and CAPABLE JOURNALIST is wanted for the staff of the *Hongkong Telegraph*. Liberal terms to a competent man; no other need apply.

Full particulars as to experience, capacity, and terms to be sent to

R. FRASER-SMITH,
Editor & Proprietor.

Hongkong, 7th September, 1894.

PEDESTRIAN CHALLENGE.

ARTHUR HANCOCK, Fifty Miles Champion of the World, hereby offers to give any Gentleman in Hongkong a start of ONE MILE in ONE HOUR'S Walk, or FOUR MILES start in 25 MILES, for a STAKE or PURSE subscribed by the Sporting Community of Hongkong.

An early acceptance of this Challenge will oblige, addressed to

ARTHUR HANCOCK,
c/o *Hongkong Telegraph* Office.

Hongkong, 28th August, 1894. [905

Intimations.

CENTRAL HOTEL, SHANGHAI.

Electric Lighting throughout the Premises.

Telegraphic Address:—"CENTRAL, SHANGHAI."

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, *is now fitted* with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYE, etc., and heated to a comfortable temperature during winter.

COMMODIOUS RECEPTION ROOM FOR VISITORS.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.

730

LANE, CRAWFORD & CO.
SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF
SHIP AND ENGINE STORES
OF BEST BRANDS.

AGENTS FOR:—
INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.
PRICE'S SPECIAL ENGINE and CYLINDER OIL.
BELL'S SPECIAL ENGINE AND CYLINDER OILS.
PURE FRESH WATER SUPPLIED

LANE CRAWFORD & Co.

Hongkong, 16th July, 1894 TELEPHONE No. 97. [30

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, Hongkong and the Far East, *4, Queen's Road Central.*

Hongkong, 11th December, 1893. [41

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.

Hongkong, 17th November, 1892. [229

KELLY & WALSH, LD.

NOW READY—PRICE $1.00 THE SET.

NEW MAPS OF
KOREA
AND
NORTH CHINA.

Hongkong, 12th September, 1894. [6

W. BREWER

NEW ARRIVALS

CASH BOXES—DESPATCH BOXES.
Copying Presses—Inkstands.
Police Whistles—Stationery Cases.
Porcelain Menu Stands.
Cheap Commercial Envelopes.
Capstan Navy Cut Tobacco.
Gold Flake Tobacco.
Three Castles Cigarettes.
Egyptian Cigarettes.
Gent's Brown Russian Boots and Shoes.
Brown Shoe Polish.
Cheap Canvas Tennis Shoes, $2.50 per pair.

LARGE VARIETY OF WELL FINISHED TENNIS SHOES.
Ayres' Championship Tennis Balls.
Cricket Bats—Cricket Balls.
Boxing Gloves—Footballs.
Photographic Plates and Photographic Material.
Indoor Games, Reversi, Halma, Fechesi.
Briar Pipes in cases.
Handsome Plush Photo Frames from Carte de Visite to panel size.
New Stock French Books.
Foster's Text Book of Ore and Stone Mining.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 3rd September, 1894. [971

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above COMPANY will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 22nd instant, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd inst., both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.

Hongkong, 1st September, 1894. [942

THE CHINESE INSURANCE COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE is hereby given that a FIRST RETURN of CAPITAL amounting to $7.50 per Share has been DECLARED in this matter.

SHAREHOLDERS on the Register can obtain PAYMENT of this on producing their SCRIP to the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 20th September, 1894, and on signing the Form of Receipt to be obtained at the said Bank.

Hongkong, 31st day of August, 1894.

J. GOOSMANN,
939] Liquidator.

THE PHARMACY,
Under New and Experienced Management.

LACTOMALTINE.—A superior and palatable combination for INDIGESTION and CONSUMPTION.

SCRUBB'S CLOUDY AMMONIA.—Excels as a cleaning agent and makes a refreshing addition to the bath.

INDIA CHOLAGOGUE.—An unfailing remedy for Fever and Ague.

Sole Agents in Hongkong for "TANSAN" the New Japanese Table Water which contains 8 per cent. more Iron Carbonate than that of any similar Spa.

FLETCHER & Co.—CHEMISTS, PERFUMERS, WINE and SPIRIT MERCHANTS, &c. 25, Queen's Road Central.

Hongkong, 14th September, 1894. [28

"DERMATOL,"

MANUFACTURED by FARBWERKE, HÖCHST a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhœa, is described as amazing.

DR. KNORR'S
LION BRAND
ANTIPYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Compagnie.

Beware of spurious imitations.

Hongkong, 7th April, 1894. [446

NOTICE.

THE UNDERSIGNED are prepared to GIVE ESTIMATES for FITTING the PATENT PROCESS on LAND and MARINE BOILERS for BURNING CHARBONNAGES COAL DUST.

GORDON & Co.,
BOWRINGTON FOUNDRY,
East Point.

Hongkong, 20th August, 1894. [893

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS,
HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road,
Hongkong, 24th August, 1894. [907

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CANNOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic.

J. W. KEW & Co.'s STEAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER, with the greatest despatch and at moderate rates.

Call Flag "W," Commercial Code.

Office 18, Praya Central,
Hongkong, 14th June, 1894. [695

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Sisterhood will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1895. [403

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"MACDUFF,"
Porter, Commander, will be despatched for the above Port on or about THURSDAY, the 13th September.
To be followed by the
S.S. "ENERGIA," about 30th September.
And
S.S. "STRATHLEVEN," about 10th October.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th August, 1894. [993

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship
"THALES,"
Captain H. Bathurst, will be despatched for the above Ports TO-MORROW, the 18th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 17th September, 1894. [974

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"PATHAN,"
Captain Wright, will be despatched as above on or about TUESDAY, the 18th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 11th September, 1894. [963

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship
"SILBERHORN,"
Gibbs, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, 16th June, 1894. [705

FOR NEW YORK.

THE 3/3 L.I.I. American Bark
"GEORGE S. HOMER,"
Hemeon, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.

Hongkong, 20th August, 1894. [895

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF PEKING."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.

Hongkong, 13th September, 1894. [1

To be Let.

TO LET.

NOS. 7 & 9, SEYMOUR TERRACE.
OFFICES in Victoria Buildings.
GODOWNS in WANCHAI at the back of McGREGOR'S BARRACKS.
OFFICES and ROOMS at Connaught House.
No. 3, CAMERON VILLAS.

DAVID SASSOON, SONS & Co.

Hongkong, 13th September, 1894. [22

TO LET.

HOUSE No. 3, "BEACONSFIELD ARCADE," facing PARADE GROUND.
OFFICE, FIRST FLOOR, "MARINE HOUSE," QUEEN'S ROAD.
ROOMS in "BEACONSFIELD ARCADE," QUEEN'S ROAD.
HOUSE No. 6, ICE HOUSE STREET, lately occupied by Messrs. GIBB, LIVINGSTON & Co.
GODOWNS in DUDDELL STREET.

Apply to
BELILIOS & Co.

Hongkong, 14th September, 1894. [971

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK, A FIVE-ROOMED HOUSE.

Apply to
Y.,
c/o *Hongkong Telegraph* Office.

Hongkong, 10th September, 1894. [961

TO BE LET

NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms situated in the best part of the building.

Apply to
HUMPHREYS ESTATE AND FINANCE Co., Ld.

Hongkong, 9th March, 1894. [329

TO LET.

DWELLING HOUSES:—
"HIGHCLERE," at MAGAZINE GAP.
No. 12, CAINE ROAD.
Nos. 1 & 3, RIPON TERRACE.
No. 8, OLD BAILEY.
No. 9, CHANCERY LANE.
FLOORS in BLUE BUILDINGS.
FLOORS in KLOIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.

OFFICES:—
PRAYA CENTRAL, over Messrs. DOUGLAS LAPRAIK & Co.'s

GODOWNS:—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 6th September, 1894. [93

Intimations.

DAKIN CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY.

EUCALYPTUS OIL.

MESSRS. DAKIN, CRUICKSHANK & Co., LD., were the first to introduce EUCALYPTUS OIL into Hongkong, and the quality of their import is still unsurpassed.

EUCALYPTUS OIL
Is a sovereign remedy for
COLDS, INFLUENZA AND CATARRH.
A first-rate Germicide. Is a more powerful disinfectant than Carbolic Acid.
FOR MOSQUITO BITES,
FOR USE IN THE BATH.
D., C. & Co.'s
EUCALYPTUS OIL,
BOTTLES—50 cents & $1.
Hongkong, 12th September, 1894. [3

A. S. WATSON & CO., LIMITED.

VEGETABLE & FLOWER SEEDS.

SEASON 1894-95.

Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS
with
HINTS FOR GARDENING have been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in fine weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat Sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each...$1.75
" " 28 lbs. " ...$4.50
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"
LAWN MOWERS,
The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 15th September, 1894. [5

BIRTH.

At 13 Quinsan Road, Shanghai, on the 11th September, 1894 the wife of GEO. R. LOEHR, (Southern Methodist Mission), of a daughter.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 17, 1894.

TELEGRAMS.

AFRICA.

LONDON, September 16th.

It is rumoured that a syndicate has purchased the port of Delagoa Bay on behalf of the Transvaal Government. The agents declare that it is a purely commercial venture.

SPECIAL WAR CORRESPONDENTS.

Capt. N. W. H. Du Boulay, R.A., proceeds to the Japanese headquarters, and Capt. A. E. J. Cavendish, Argyle and Sutherland Highlanders, to the Chinese headquarters, as British Military *attachés* to report on the war.

THE RUSSIAN PACIFIC SQUADRON.

Vice Admiral Tyrtoff, commander of the Russian Pacific Squadron, is now in Korean waters with a large fleet.

THE CHINA-JAPAN WAR.

The Japanese attempted to surprise the Chinese Camp at Ping-yang on the 13th instant, and were repulsed with great slaughter.

MORE TROUBLE IN MOROCCO.

The Moors have committed outrages upon the British and Danish Vice-Consuls at Casablanca, stripping them of their clothing and otherwise insulting them.

BRITISH PRESTIGE IN KOREA.

A private telegram has been received in Shanghai, dated Chemulpo the 17th inst., which, according to the *N. C. Daily News*, is to the effect that, notwithstanding all statements to the contrary, no apology has yet been offered by the Japanese authorities to Mr. Chris. Gardner, Acting Consul General for Great Britain at Seoul, for the outrage on that gentleman and his wife and McLeavy Brown, Commissioner of Customs, by some Japanese soldiers a few weeks ago.

CHINESE SUCCESSES.

Korean reports confirm the Chinese despatches of the defeat of the Japanese at the Tatung river. Wounded Japanese are arriving every day at Chemulpo.

TYPHOON WARNING.

Mr. E. Ortiz, Consul for Spain, courteously forwards the following telegrams:—

MANILA, September 16th, 11.30 a.m.

"The typhoon has not struck the Island (Luzon). It seems to be opposed by an unknown force which we suppose to be a depression in the China Sea. The direction is the same as yesterday, *i.e.* south-east to north-west. Should it change its course we will telegraph again."

5.12 p.m.

"The typhoon has struck the north of Luzon between the 17th and 15th degrees of latitude. The storm is moving in a N.W. direction."

At 10.05 a.m. the red south cone was hoisted, indicating that the centre of the depression was then more than 300 miles and to the South of the colony. At 10.55 a.m., the centre of the typhoon entered the China Sea after passing near Bolinao. It was probably moving towards north-west at that time. At 11.12 a.m., the barometer was falling in the south of China. In Hongkong, moderate and gradually increasing northerly winds probable, and unsettled weather during the next 24 hours.

LOCAL AND GENERAL.

THE next Gymkhana is fixed for Saturday, the 6th proximo.

THE returns of the number of visitors to the City Hall Museum for the week ended, Sept. 16th, are:—Europeans, 102; Chinese, 1,042; total 1,144.

TO-NIGHT and to-morrow evening "Variety Entertainments" will be given at the Soldiers' and Sailors' Institute, commencing at 8 o'clock each evening.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Oceanien*, with the next French mail, left Saigon for this port at 2 p.m. yesterday.

WE hear that Surgeon-Major James will leave for Chefoo soon on a holiday that everyone who knows the popular military medico will say is more than well earned.

THE British steamer *Phra Nang*, Capt. Watton, which will leave for Bangkok on Wednesday, came out of Kowloon Dock this afternoon after the usual periodical overhaul.

AN Emergency meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zetland Street, on Friday, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

REUTER'S telegram of the 5th inst. that the two Japanese spies handed over to the Chinese authorities in Shanghai by the United States Consul-General had been beheaded is absolutely without foundation.

THE Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Shanghai at 2 a.m. on Sunday, and left again at 11 p.m. the same day for this port, where she may be expected to arrive about midday on Wednesday, the 19th inst.

WE learn through the courtesy of the Acting Clerk of the Course of the Hongkong Jockey Club that the eminent professors of the Shanghai Horse Bazaar are in a position to supply the Subscription Griffins for our next year's races. So far, so good, but—"An Old Sportsman" will deal with this subject in to-morrow's issue.

THE F. and A. Co.'s steamer *Menmuir*, Capt. Hugh Craig, which left here for Sydney yesterday at daylight, returned to the harbour this afternoon. "Hughie" didn't quite like the state of affairs outside, and with his glass singing 'typhoon,' in a high baritone, he very wisely decided to keep under cover until 'after the opera is over.'

THE well-known China coaster *Thales*, Captain H. Bathorst, which arrived here yesterday from Taiwanfoo and Amoy, reports that on Saturday, the 8th inst., she proceeded to Makung Harbour (Pescadores Island) and anchored for six days, owing to a very heavy sea running on the Taiwanfoo Bar. The Chinese transport *Cass* was also in Makung through stress of weather.

ACTING CHIEF JUSTICE CKROYD will just miss the white gloves at the September Criminal Sessions to-morrow by one act—a larceny business that the magistrate might have decided summarily. But to give his Honour a chance, the *Telegraph* will be glad to bet the gay old warrior a dozen of Suedes (size 7½) that it knocks J. D. H. out in the forthcoming match in the Happy Valley.

WE have received a copy of the Supplementary Colonial Estimates (Hongkong) for 1893. They are interesting, if a trifle ungrammatical, and are signed "N. G. Mitchell-Innes." The *Hongkong Telegraph* is sorry for the heaven-born legislator just named. Why doesn't he go and extinguish himself in legitimate fashion, or become a General in the Chinese Army! His presence in Hongkong, after what has been, is alike an insult to the Government and the ratepayers.

"WE believe it is not correct" remarks the *China Gazette* of the 10th inst., "that any British members of the Imperial Maritime Customs have lately joined the Chinese Army or Navy, as has been stated. Sir Robert Hart has issued a notice cautioning his men to avoid anything of the kind, but two or three British members of the Customs resigned last month to join the Chinese Army as instructors at handsome figures." Bosh, of course. Some mud-headed busybody on the *China Mail* has a deal to answer for by making public what would have very much better been left alone.

BROTHER O'SHEA of the *China Gazette* in a fit of third-class lunacy:—

"We are glad to be able to state that the French Government is insisting upon the fullest measure of justice for the murder of the French Commissioner of Customs at Monkay by Chinese troops of the line; and of Pere Joreau in Korea. The French have the name of the Chinese general who presided at the drumhead court-martial in the latter case, as well as the name of the Chinese officer in charge of the troops who murdered the Commissioner, and they insist that both these officers shall be tried before a tribunal at which France will be represented, failing which China will find herself with more serious trouble on her hands."

Is there nobody in Shanghai with sufficient time on their hands to go and forcibly sit on this sham firebrand—one candle power—whose chief object in running a newspaper would appear to be to create disturbances and bad feeling between the Foreign and Chinese residents in the Model Settlement?

THE P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco to the 28th ulto., and Honolulu the 4th inst., has arrived at Yokohama, and left for this port, *via* Nagasaki, this morning.

UNDER date, the 6th September, the Tientsin correspondent of the *China Gazette* lets himself loose as follows:—The latest Club rumour is that 10,000 Japanese are in process of being landed north of Pingyang. The other day the French sailors were drilling on the bund before the *Lion;* amongst the lookers-on were some Chinese military students whom the Chinese policeman (in French constable's uniform) told to step back. From curiosity or some other motive they failed to do so, and some impolite remarks were exchanged. The French policeman then used his baton; but before the other policemen could come to his rescue, the military students collared him and carried him over to the other side of the river, where he was beaten; as soon as the matter was reported to the French Consul he wrote to the Customs Taotai and demanded satisfaction within 12 hours. The consequence was that the policeman was released, and apologies made. We do not know what punishment was inflicted, but it is said that the French Consul's despatch was ample and meant no nonsense.

THUS, editorially, the *N. C. Daily News* of the 11th inst.:—"It is to be hoped that Admiral Fremantle and his colleagues will take seriously into consideration the bitter cry of Newchwang, uttered so convincingly in our columns on Saturday. There is no exaggeration in the picture painted in that article. Floods and great distress, turning those who are farmers in a good season into tramps and bandits; the war, filling the highway with stragglers, the dangerous fringe of any army, but ten times as dangerous when the army itself does not know, as the murder of Mr. Wylie shows, what discipline means; these are the dangers which will menace throughout the winter the handful of frozen-in foreigners at Newchwang. They do not ask for much; they ask only for what was given them ten years ago, when the war was much further from their doors, the presence of a gunboat. 'Now,' says our correspondent, 'that the excitement is very much greater than in 1894, that we are in close proximity to the scene of conflict, that, apart from the war, there are dangers of local disturbances, it is to be earnestly hoped that one of the Treaty Powers will again be able to furnish a gunboat for our protection.' We heartily second their request, and we cannot think that the Admirals on the station will turn a deaf ear to it."

THE following rot-gut rubbish is a fair specimen of what our contemporary the *China Gazette*—a British newspaper published in Shanghai—evidently considers intelligent and impartial journalism:—"When is the British Government going to obtain reparation for the series of dastardly outrages recently perpetrated by Chinese officers and soldiers upon her subjects, ships, and flag? Nothing whatever has been accomplished beyond promises, which no one believes in, in reference to the barbarous murder of Rev. James Wylie, which took place a month ago. Why is there no indignation meeting held on the subject to protest, as in the case of the Sungon murder of the two Swedes? Has the shedding of British blood ceased to be regarded as a crime or anything unusual, because the British representatives in China, desire to avoid troubling themselves or the Chinese officials? It looks like it. What about the gross outrage by the soldiers of the Viceroy Li upon the *Chungking?* It is apparently to be glossed over too. A British steamer can apparently be boarded, her passengers beaten, robbed and carried away prisoners with impunity as long as Chinese soldiers are the offenders. Similarly the case of *Feilung* no notice whatever has been taken by H.B.M.'s representatives of the outrage on the flag and the brutal attacks by Chinese soldiers upon her passengers."

THERE is now no doubt, says our Shanghai morning contemporary of the 11th inst., that the sunken steamer seen by the China Navigation Co.'s steamer *Woosung* in the Shekiang Pass, is the *Chean*, late *Whaon*. When she left Shanghai in command of a Chinese ex-quartermaster, she was painted yellow, but when she arrived at Chinhai, her hull was black with a white streak round it. We do not know how the accident happened, but when she left Shanghai, most people were under the impression that with such an inexperienced commander she would never reach her destination. The *Chean* has had a chequered experience. She was built at Shanghai in 1879 by Eng Chong as a steam lorcha, for the godown man of Messrs. Jardine, Matheson & Co., and her engines and boiler were entirely Chinese-made but were of little use, and the engines of the tug *Petho* and a new boiler were put into her subsequently by Boyd & Co. She passed into various hands and played an important part during the Franco-Chinese war when, under the command of Captain Danielsen, who obtained the name of "Saviour of Formosa" she made repeated trips to that island with guns and ammunition. When peace was restored she ran on the Yangtsze, and was at different times called the *Whaon*, her original name, *Fetyuen*, *Kinling*, *Whaon*, and *Chean*. She was a wooden vessel of 590 gross and 401 tons net register, and 30 h.p. Her engines were compound the cylinders being 14 and 28 inches with a stroke of 15 inches. Her dimensions were 147ft 6in. by 28ft 9in. by 12ft. 8in. At the time she was lost she had several hundred soldiers on board.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—The Governor, Sir William Robinson; Mr. J. H. Stewart Lockhart (Registrar-General and Acting Colonial Secretary); Mr. A. J. Leach (Acting Attorney General); Comdr. R. M. Rumsey (Harbour Master); Mr. N. G. Mitchell-Innes (Colonial Treasurer); Mr. E. Bowdler (Acting Director of Public Works); Messrs. C. P. Chater, A. McConachie, E. R. Belilios, Mr. J. J. Keswick and Dr. Ho Kai, unofficial members, and Mr. A. Seth, Clerk of Councils.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE MILITARY EXTORTION.

Mr. Belilios asked—Is it a fact that a certain amount of the contribution paid in sterling by this colony for military purposes at the exchange of the day is spent locally, in silver dollars, and if so, will not the War Office consent to receive such proportion of the contribution at the rate of exchange which prevailed at the date when the contribution was increased to £40,000 sterling?

The Colonial Secretary in the course of his reply stated that the Governor had already addressed the Secretary of State on the subject endorsing the views of the unofficial members and recommending that the contribution be paid in silver, not in sterling (applause). The reply of the Secretary of State might be looked for at an early date.

THE HEALTH OF THE COLONY.

The Acting Attorney-General moved the first reading of a Bill entitled "An Ordinance to make provision with regard to certain houses in the City of Victoria closed during the prevalence of the bubonic plague and to make further and better provision for the health of the Colony."

The Colonial Secretary seconded.

Bill read.

THE APPROPRIATION BILL.

The Colonial Treasurer moved the second reading of a Bill entitled "An Ordinance to authorise the appropriation of a supplementary sum of two hundred and twelve thousand five hundred and forty-seven dollars and ninety-two cents to defray the charges of the year 1893."

The Acting Attorney General seconded.

The Council then went into Committee on the Bill, which was passed without opposition.

THE TAI-PING-SHAN RESUMPTION ORDINANCE.

The House then went into Committee on the Bill entitled "An Ordinance for the summary resumption of certain Crown Lands situate in the Tai-ping-shan district of the City of Victoria, and for other purposes."

Mr. Chater, in accordance with previous notice, moved that a Commission be appointed to go into the whole question of the proposed destruction of property. He said he thought it might result in a great deal of money being saved, and, generally speaking, echoed Mr Granville Sharp's sentiments on the subject.

Mr. McConnachie seconded.

His Excellency the Governor, in the course of a very able and instructive speech (which we are obliged to hold over till to-morrow), said he felt bound in the best interests of the Colony to oppose the motion, because Mr. Chater's advice was neither sound nor good, and were the motion carried it won'd lead to needless discussion. He didn't think it necessary to go very far to ascertain where the source of Mr. Chater's motion could be located. It was probably prompted by a distinguished and elderly resident of the Peak who had recently expressed his view publicly on the subject. The pen was mightier than the sword, and the gentleman referred to had wielded his pen with considerable effect. "Familiarity breeds contempt," and it appeared to his Excellency that our unfortunate familiarity with the plague had engendered considerable contempt for it in some quarters. He then went on to show that most of the members of the Council would stultify themselves if they voted for the motion for several of them, and all whose opinions were worth anything, had already emphatically expressed the opinion that the whole of Tai-ping-shan should be destroyed, *preferably by fire*. He could not, he dare not run the risk involved by favouring such a motion for by so doing he would lay himself, and very rightly, open to charges of vascillation, inconsistency and neglect of public interests (hear, hear). Mr. Chater, the speaker pointed out, had long ago promised to loyally support the Government in its efforts to stamp out the plague. The whole weight of the evidence in his possession was of such a nature as to leave no doubt in his mind as to the proper course to pursue.

Mr. Leach seconded the Governor's proposal to negative Mr. Chater's motion, and on being put to the vote the motion was lost by a large majority.

RETRENCHMENT.

The report of the Retrenchment Commission was tabled.

Left proceeding.

WHEN DOCTORS DIFFER.

The storm in a tea-cup that has suddenly arisen in connection with Dr. J. A. Lowson's report on the outbreak of the bubonic plague in Hongkong, which was presented to both Houses of Parliament on the 13th July, and in respect to which a somewhat lengthy discussion took place at the meeting of the Sanitary Board held last Thursday, cannot possibly end in anything else but a lamentable waste of valuable time. The question at issue, as far as we can see, is a very trivial matter indeed—a side issue—and the attempt to throw blame on Dr. Ayres very ill-advised action, for it is beyond question that the plague was raging in Canton at least two months before the local Government knew anything about it, and if any one should be blamed for neglect of duty in this connection it is certainly the Acting British Consul at Canton, Mr. Byron Brenan's predecessor, who should have warned us of the danger in due time. As a matter of fact, however, the *Hongkong Telegraph* was the first to sound the warning note, on the 26th April, and on the 9th May, after ascertaining that the Registrar General knew nothing of a deadly disease being prevalent here, published a paragraph which reads thus:—

A fatal disease somewhat similar in its effects to the "black fever," which has carried off thousands of the natives of Canton during the past month, and of which particulars appeared in these columns on the 26th ult., has, we regret to learn, made its appearance among the Chinese residents in the Tai-ping-shan district, of whom upwards of a score are said to have fallen victims since Saturday. So serious, indeed, has the state of affairs become in the congested parts of China-town that a special and elaborate Joss pidgin will be celebrated in Tank Lane and other crowded parts of Tai-ping-shan to-morrow, with a view to driving away the evil spirits credited with the introduction of the fell disease. As this disease is said to be exceedingly infectious, it is to be hoped the authorities will be alive to their responsibilities. *The Registrar of deaths, it may be added, courteously informs us that the deaths in Tai-ping-shan district to-day are stated to have been from diarrhœa, phthisis, bronchitis, etc.; none from plague.* In Chinese circles, however, the existence of a very fatal disease of some kind in Tai-ping-shan is insisted upon.

The next day, the 10th May, the Sanitary Board met and the ever-memorable Plague Proclamation published immediately after the meeting dispersed. It really doesn't matter two straws whether Inspectors went into certain houses or not on the 7th May, or whether Dr. Ayres or Dr. Lowson are to blame for not informing the Sanitary Board that a terrible epidemic was raging in Canton fully two months before the Registrar General, otherwise the Protector of Chinese, or the Colonial Surgeon knew anything about it. Surely the British representative at Canton should have known all about it long before the 10th May, yet it is on record that he made no report on the subject until asked to do so by the local Government. These, then, are facts that speak for themselves far more powerfully and effectively than anything else that can now be said or done at the meetings of our City Fathers. And it is to be hoped that instead of wasting valuable time in discussing irrelevant matters which can in no way benefit the ratepayers who have to bear the burden of heavy losses incidental to the ravages of the horrible epidemic in this colony, the Sanitary Board will devote its whole time and best energies to making good the glaring defects in the whole sanitary system of the Colony, and adopt measures calculated to kill all the bacillus in the surface soil of infected houses and effectually prevent a recurrence of the scourge in the future. If that is done then the Colony will not only be in a far better sanitary condition than heretofore, but we shall have cause to admit that the visitation of the plague—which was in part the outcome of the unsatisfactory system of Government under which we unhappily live and move and have our being here—has not been altogether unattended with beneficial results. And we say this advisedly, for it goes without saying that the revelations of gross negligence and hopeless incompetency which the outbreak of the plague brought to light could not have been exceeded in any part of the world or by the responsible officers of any form of Government, autocratic or otherwise.

Who are to blame for the outbreak of the plague? The local Government and the owners of the revolting purlieus of Tai-ping-shan where the deadly scourge raged. And why? Because the Government took no proper steps to prevent the scourge being introduced from the neighbouring city of Canton, and the landlords for neglecting to keep their property in a sanitary condition. This is the *Hongkong Telegraph's* opinion, and it is one which the vast majority of impartial men of the world will assuredly endorse.

As to this squabble between the doctors, the less said and heard about it the better, for "who shall decide when doctors disagree?" Pope couldn't, neither can the casuists of the Sanitary Board, even though they chatter like magpies to the end of time.

OFFICIAL COURTESY (?)

For a number of years petitions purporting to come from the Chinese community have been forwarded to the Government through the Committee of the Tung Wah Hospital, who merely enclose the document in an envelope bearing the seal, or "chop," of that institution. Such petitions do not as a rule bear the names of any members of the community, but are written in a way that leaves no doubt that the document gives expression to the wishes of the entire Chinese community of Hongkong. The usual course was, we understand, followed on the 13th instant when the Chinese desired to obtain permission to fire crackers on the occasion of the Feast of Lanterns, because that was the day (the 14th) on which the Empress-Dowager was to assume two new titles in addition to those already held by China's Grand Old Woman. Much to be surprise of the petitioners, however, an off-handed reply to the petition was received at the Tung Wah Hospital from Mr. Stewart Lockhart, which, we are informed, reads thus:—

"I return this petition which was enclosed in the accompanying Tung Wah Hospital cover. This must surely be a mistake, as the subject of the petition has nothing whatever to do with Tung Wah Hospital matters. It purports to come from all the Chinese merchants of Hongkong, but not a single name appears on it. I desire to have a full explanation and to know who authorized the use of the Tung Wah Hospital 'chop' in a matter in which the hospital has no concern."

The reply of the Tung Wah Committee was, we believe, in effect that in doing as they did an old precedent had been followed and that therefore Mr. Lockhart's letter was somewhat puzzling.

The object of the Colonial Secretary's letter was, of course, to put a stop to the *imperium in imperio* system for which Mr. Lockhart has in Chinese matters for a long time past been chiefly to blame and his mode to "shutting down" on this occasion is anything but creditable or diplomatic.

THE MIKADO AND THE WAR.

(Special to *China Gazette.*)

TOKYO, September 10th.

The Emperor, with the Headquarters Staff of the Army and Navy, will leave Tokyo for Hiroshima on the 13th inst., in order to facilitate the conduct of the Naval and Military operations, preparations for which on an extremely large scale are in active progress.

Though no fighting worth mentioning has taken place since war was declared, it will shortly be made clear that Japan has not been idle. The movement of the Emperor to Hiroshima has greatly impressed the people with the all-importance of the project in hand and has awakened the greatest enthusiasm.

A NEW TREATY.

A new Treaty of Alliance between Japan and Korea was signed at Seoul by Mr. Otori and the Korean Minister for Foreign Affairs on the 26th ultimo. The Treaty is as follows: "In view of the fact that on July 25th, 1894, the Korean Government entrusted his Imperial Majesty's Envoy Extraordinary and Minister Plenipotentiary at Seoul with the expulsion, on their (Korean's) behalf, of Chinese soldiers from Korean territory, the Governments of Japan and Korea have been placed in a situation to give mutual assistance to each other, both offensive and defensive. Consequently, the undersigned Plenipotentiaries duly authorised by their respective Governments, have, with the view of defining the above fact and of securing in the premises, concerted action on the part of the two countries, agreed to the following articles.

Article I.—The object of the Treaty is to maintain the independence of Korea on a firm footing, and to promote the interests of Japan and Korea, by expelling the Chinese soldiers from Korean territory.

Article II.—Japan will undertake all warlike operations against China, both offensive and defensive, while Korea will undertake to give every possible facility to Japanese soldiers, regarding their movements and supplies of provisions.

Article III.—This Treaty shall cease and determine on the conclusion of Treaty of peace with China.

NEWCHWANG IN DANGER.

In the midst of the excitement caused by the conflicting reports from the seat of war in Korea, it is to be hoped, writes a Newchwang correspondent, "B." to the *N. C. Daily News* on September 1st, that the condition in which the hundred odd foreign residents at the ports of Newchwang will begin to find themselves within the next three months, will not be lost sight of by those who are in any way responsible for the safety of foreigners in the Far East. That the condition of the handful of Europeans whose fate it will be to pass four months of the coming winter entirely cut off from effectual retreat and surrounded by all the elements which generally lead to disturbances in China, is likely to be grave in the extreme, must at once be acknowledged by any one who thinks of their situation and knows anything of their environment.

Some of the dangers likely to arise have already been pointed out; amongst other things it has been truly stated that Newchwang being an important point on what will, during the winter, be the highway between Korea and Shanhaikuan, much of the excitement which the chances of war will bring forth will be focussed here, and soldiers returning from the front, whether flushed with victory, or driven wild by defeat, will in either case be a source of terror to the unfortunate Europeans who will be found in their path.

Already a very dangerous element, the offspring of the war, has presented itself in our midst in the persons of the many deserters—soldiers and camp-followers—who have left the ranks on their way to Korea. These men are without, and will continue to be without, fixed occupation, they are naturally the most depraved of the soldier class, and being in constant dread of capture, they lurk in the lowest dens in the back alleys of the town where they have constant opportunities for instigating the poor wretches they meet to evil actions, and at any moment a spark may thus be kindled which in the present state of excitement would spread like wildfire over the entire district.

Of late years a certain amount of prosperity, caused by generally abundant crops in the valley of the Liao, and in the upland districts stretching northwards beyond the Sungari, and westwards to the borders of Mongolia, has acted like a charm upon the mixed population of the country thus indicated, and has for the time being put a check upon the action of the mounted and other robbers who, until a comparatively recent date, formed an important fraction of the population of this province. During the latter prosperous time all, even those who used to ply the robber's trade, have been fairly well off, and there has been no temptation for even the worst of the population to resume their evil occupations. But, as may well be supposed, though tranquillity has recently been the order of the day, though the people in their prosperity have been quiet and orderly, the old leaven still remains amongst them, or close at hand, and it would only require a time of adversity, or of some unusual excitement, to bring the evil-doers once more to the surface, and to plunge the country again into its old state of disorder. Such a state of affairs would now seem to be at hand. Owing to the heavy and constant rains of July, the country within a hundred miles of this port—west, north, and east of us—is now little better than a dismal swamp; travellers coming by boat from Moukden occasionally lose sight of the river altogether, and find themselves in what appears to be an extensive lake, fields and farms being completely submerged, and the crops in all the low-lying grounds being utterly destroyed for this year beyond all hope of recovery. Keen distress, if not actual famine, is therefore to be looked for, especially during the winter, amongst the population in our immediate neighbourhood, and it will be strange indeed if the old spirit of lawlessness do not break out once the people become desperate through cold and hunger. It is true that in 1886, and again in 1888, when similar calamities befell the people in this district, and the distress was even greater than that now threatened, no disorders took place. But the very extent and prominence of the distress in those years indirectly checked the outburst of riotous behaviour; for so horror-struck were the witnesses of the growing disasters in those days that Relief Committees, native as well as foreign, were at once inaugurated, and substantial help—which in 188 amounted, cash subscriptions alone, to upwards of half a million of dollars—came in good time to relieve much of the distress, and to disarm the would-be rioter and disturber of the peace. Besides, in the two years mentioned, there was nothing outside their own domestic troubles to excite the feelings of the people; this year, on the other hand, the crowds of destitute natives wandering about the country, without finding the arm of organised charity extended for the alleviation of their sufferings, and the soothing of their troubled minds, will have the many wild stories, which in time of war or other wide disturbance invariably gives rise to amongst the Chinese lower orders, to stimulate their too open minds, and urge them on to any mischief that may come ready to their hands. That in the event of a riot in time of war all foreigners would be treated by the ignorant and excited mob as the enemies of China, has already been sufficiently proved by the sad event which occurred last month in the neighbouring town of Liaoyang.

Were it not for the fear of making this communication unduly long, much more might be said to show the grave risks which are certain during the winter to surround this little outpost of western civilization; but enough perhaps has been stated to show that the same precautions for their safety which in former years, when the danger was really less, were freely given, should this year be extended to the Newchwang residents. Just ten years ago, when it was feared that the feeling which prevailed everywhere amongst the Chinese on account of the French troubles might be a source of danger to the isolated foreigners in this place, an American gunboat was sent to winter here, and her presence rendered life and property secure. Now that the excitement is very much greater than in 1884, that we are in close proximity to the scene of conflict, that, apart from the war, there are dangers of local disturbances, it is to be earnestly hoped that one of the Treaty Powers will again be able to furnish a gunboat for our protection.

The following is a fairly accurate census of the European population in this district:—

	Men.	Women.	Children.	Total.
In Yingtze (port of Newchwang)	37	23	38	98
In outlying districts	22	17	8	47
	59	40	46	145

A few other missionaries, at present on their way out, will on their arrival bring the European population up to 150.

COUNT OKUMA'S IDEAS.

Count Okuma, according to the *Japan Herald*, is said to have expressed the following opinions regarding the two burning questions of the hour,—treaty revision and the war with China.

"Now that treaty revision has been concluded with the most obstinate opponent of the measure—Great Britain—revision with the other Powers will follow naturally and easily. There is no doubt that the new treaty is superior to the old, and we have much to be grateful for in the settlement of this harassing question. Great Britain has changed her policy towards Japan since 1890, and now when Russia is so zealously cultivating the goodwill of Japan, she cannot afford to make an enemy of this people by continuing her policy of resistance. When her statesmen discovered how important a part Russia was trying to play in Japanese politics, they became anxious to enter into closer relations with this country, hence the expedition with which the new treaty was completed. Why Japan wishes the new tariff to be put into effect at once, is that the increased revenue will enable her to pay the interest on the Military Bonds, and for this reason alone, it is of the utmost importance to Japan that she should have complete command of all her resources to enable her to carry on the present war. The total important duty at present amounts to 3,000,000 *yen*, but if the duty were increased to 12 per cent., the revenue from this source would amount to thirteen or fourteen million *yen*. Another point which pleases us in the new treaty, is that we are the first non-Christian nation to shake off the consular jurisdiction of foreign Powers. This in itself is enough to give us great satisfaction. Our position is not well understood among foreign nations, and this is not because we are in any way inferior, but that the term Europe has almost become synonymous in our minds with superiority. But when Consular jurisdiction is abolished, and we stand on an equal footing with other nations, the people will rise in their own estimation, which will go far toward their assuming the important place which is their due, among the nations of the world. Our only wish is that the new treaty may be put into operation as quickly as possible, it will go far towards the realisation of our great ambition. I think the domestic loan may do for temporary purposes, but when the war becomes protracted it would affect industrial occupations by withdrawing the funds necessary to carry them on. It would be better to raise a foreign loan from the very first, but our narrow-minded statesmen were afraid of the measure, besides the Government did not think the present war would become such an extensive affair, and of course had made no financial arrangements to meet it.

"The Government has been reluctantly forced into this war, and as foreign Powers are aware of this, we are almost certain to hear of their

proposed arbitration as soon as our armies are victorious at Pe-ang Yan. The authorities may then think they have a blend sufficient distinction by accomplishing treaty revision and the independence of Korea, but what the people wish for is to see Japan become one of the influential Powers of the world.

The European Powers are already showing symptoms of decay, and the next century will see their constitutions shattered and their Empires in ruins. Even if this should not quite happen, their resources will have become exhausted in unsuccessful attempts at colonization. Therefore who is fit to be their proper successors if not ourselves? What nation except Germany, France, Russia, Austria, and Italy, can put 200,000 men into the field inside of a month? As to their finance there is no country where the disposal of surplus revenue gives rise to so much political discussion. As to intellectual power the Japanese mind is in every way equal to the European mind. More than this, has not the Japanese opened a way to the perfection of a discovery in which foreigners have not succeeded even after years of labour? Our people astonish even the French, who are the most skilful among artisans, by the cleverness of their work.

It is true the Japanese are small of stature, but the superiority of the body depends more on its constitution than on its size.

If treaty revision was completed, and Japan completely victorious over China, we should become one of the chief Powers of the world, and no Power could engage in any movement without first consulting us. Japan could then enter into competition with Europe as the representative of the Oriental race. Now there being no more necessity of discussion of old questions such as the treaty revision, disposal of surplus, etc., our statesmen should turn their attention to new practical questions which would show their ability to the world.

CHEFOO RACES.

(Special to *North-China Daily News.*)

WEDNESDAY AND THURSDAY, 12TH AND 13TH SEPTEMBER, 1894.

Stewards:—Messrs. Clement F. R. Allen, M. Boyd Bredon, A. R. Donnelly, P. F. Lavers, Dr. Ph. Lenz, Erskine T. Pym, J. P. Wake.
Judge:—Mr. J. S. Fearon.
Starter:—Mr. E. H. Gore-Booth.
Hon. Secretary and Clerk of the Course:—Mr. Erskine T. Pym.

FIRST DAY,—WEDNESDAY, 12TH SEPTEMBER, 1894.

YENTAI CUP; presented by the Members of the Chefoo Customs staff. Half-a-mile; weight for inches as per scale; entrance $3.

Mr. Hokee's gr. Brigand 1

The BRITISH CUP; presented by His Excellency N. R. O'Conor, C.B., C.M.G.; second prize $10. Three-quarters of a mile; for subscription griffins only; weight for inches as per scale; entrance $3.

Mr. Gippetich's ch. Peter..... 1

MARINE CUP; presented by Captains and Officers of the Mercantile Marine; second prize $25; one mile and a quarter; weight for inches as per scale. Entrance $5.

Mr. Taylor's gr. Thunderbolt 1

NAVY CUP; presented by Vice-Admiral Hon. Sir Edmund Fremantle, K.C.B., and Captains and Officers of British Naval Squadron; three-quarters of a mile; for ponies the *bonâ fide* property of residents of Chefoo and Wei-hai-wei; weight for inches as per scale. Entrance $3.

Mr. Hokee's gr. Brigand..... †1
Mr. H. J. Clark's b. Hobeit †1
† Dead-heat.

MAIDEN STAKES; value $100; second prize $25; one mile; for ponies that have never run at any previous meeting; weight for inches as per scale. Entrance $5.

Mr. Boyd Bredon's gr. Boyne 1

SHANTUNG PLATE; presented by the compradores of Chefoo; second prize $25; once round the course; for ponies the *bonâ fide* property of residents of Chefoo and Wei-hai-wei; weight for inches as per scale; entrance $5.

Mr. H. J. Clark's b. Hobeit..... 1

CHEFOO DERBY; one mile and a quarter; forced entry for all ponies entered at the meeting; first prize 65 per cent. of entrance fees with $50 added from the race fund; second prize 25 per cent. of entrance fees; third prize 10 per cent. of entrance fees; weight for inches as per scale; entrance $10 for one pony and $5 extra for each other pony from same stable.

Mr. Taylor's ch. Hohenzollern. 1

WEI-HAI-WEI CUP; presented by members of Wei-hai-wei community; second prize $25; three-quarters of a mile; for ponies that have never won a race; weight for inches as per scale; entrance $5.

Mr. Donnelly's d. Pet. 1

SHANGHAI SPORTING NOTES.

"Daybreak," the entertaining sporting writer of the *N. C. Daily News*, has the following interesting notes in a recent issue of that journal:—

I am glad to know that the Stewards and members of the Chefoo Race Club have been able to make their September meeting a very successful one indeed. The races come at the time of year when every one here who can get away deserves a holiday, the fares are cheap and improvements have been made in the hotel accommodation. If these continue, no better place to brace-up in could be found than the Brighton of the East. At the meeting now taking place, Shanghai is represented by one of our Race Stewards, our Clerk of the Course, Good Old John ("Nice weather for the month of ——"), Cousin Willie, Mr. Ticks, Chuck, Hector's brother, and the late owner of Firefly, so there are the ingredients ready for the making of a real good time.

From a very hurried glance, taken between the pows in the early morning, at Capt. Hayes' book entitled "Among Men and Horses," I venture to think that many sportsmen here will read it with pleasure. Amongst the illustrations the "Pink Un" is recalled to mind by excellent photos of Mr. John Corlett and "Nathaniel Gubbins," and in referring to Shanghai many kind words are said throughout the pages, and the names of many prominent sportsmen hereabouts are introduced, for instance Mr. Barnes Dallas, Mr. J. D. Humphreys, Mr. D. E. Sassoon, Mr. Kelly Maitland (the latter no relation to the two brothers now with us, I believe,) Mr. Fraser-Smith, Mr. H. Lahmann, Dr. Irwin, Mr. Detring, Mr. Mickie, Mr. G. A. Butler, but in reference to the last named gentleman the yarn about the sharks and crocodiles in the Min river is a little too much for us in these parts. A tribute is paid to our leading Doctor on page 195 for advice of his which Capt. Hayes followed with the greatest success. From a sporting point of view the book is chatty and well worth reading.

A great cry has been raised about the scarcity of griffins, but after all there are to be as many as there were last season, up to the closing of the entries anyway. How many will arrive after this seems very doubtful and prices are bound to be high. Mobs have been sent down, but the dealers, fearing the mandarins would grab the ponies for soldier-pidgin, have sent them back again. Tls. 94, the average price per pony for one of the mobs lately sold at the Bazaar, is an enormous figure and it would have been still higher had the Leviathan Stable been in the market for the last two auctions. However, I am glad to see that there is any amount of enthusiasm and we ought to have some good fun as the training goes on.

The "Big" stable has three first class kept-over griffins, Hilarion—supposed to have beaten Eros and Blue Ribbon for long distances—Honourable and Malwa; the former of these two has been doing fairly good time and looks very shapely; the latter won the mile in the last S.P.H.C. Races in 2.8 if I am not mistaken. Ewo has a trio bought specially in Tientsin, and from all appearances the Pirate intends, if possible, to spring a surprise on us. Mavis, the kept-over Hongkong Derby pony, is under starting orders for this meeting; at present he is looking and going remarkably well, and if he can keep it up I shall be surprised if he does not score a winning bracket. In the small stables Peau Rouge is going well and has the advantage of having been trained all the summer.

Mr. Uto is well in as regard numbers, both of racehorses, steeplechasers and hunters. What his griffin can do now remains to be seen. In the spring he was credited with having done 3.19 for 1½ mile. The other griffins I hope to refer to later on, at present no gilt-edged performances have taken place. As regard the old ponies, Sans Pareil is in grand fettle, better for the time of training than I have ever seen him before. Dare Devil, as usual, cannot extend himself with shoes on; his present style would do well for getting up stairs. Vagrant, Harmony, Dunoon, Dunblane and the "B" stable, Fovril and Beeswing, also Majestic and Primrose, are all going sufficiently well to lead their owners to believe that they will face the starter. Mr. Buxey's string all appear to be in order and I trust they will keep so—the veteran Home Guard, Blue Beard, Torchlight, Pondoland and Chic—the latter is, I believe, a griffin. Mr. Ring I was very glad to see on Helios the other morning. This pony's griffin form seems to have returned and I trust he will be able to stand a thorough preparation. Flying Dutchman, Pompejus, Star of the East, and Titus are all looking big and seem to be in good form. The kept-over Tacitus I must keep my eye on. The Leviathan stable has Eros, and from the look of things at present the chances of winning anything but the half-miles will rest with him.

Blue Ribbon strikes me as going a bit short. Blackberry is reported to have a "leg." Lightning is very dotty. Hollyhock and Accident, the two half-milers, are on the Course, the former going in grand form, but the latter I hear has been laid up for repairs. The rest of the "old ones" are "resting" at Siccawei, Red Gauntlet, Zephyr, Barleycorn, Viceroy, etc. The Hankow celebrity, the unbeaten Owl, and 'Enery 'Awkins, the latter winner of a couple of races at the riverine port, are both going well, and although the Owl is reported to have done 3.45½ for 1½ mile I cannot believe that he will be able to give our first-class ponies the go-by.

The Leger.—As it happens this year the three crack ponies are very well handicapped, Dare Devil, Eros and the Owl, as they measure 13 hands and therefore have to carry top weights, 11.3. The other cattle, 13.2 and 13.3, ponies such as Star of the East, Pompejus, etc. should make a good race of it with the light burden of 10.7, a stone under weight. Then we come to the winners of one race—Flying Dutchman, Eclipse, Harmony, Dunblane, who incur 10.12 penalty. Zenith, another winner of one race, and to my mind a really first-class pony is, I regret to say, in the "vet's" hands. I am exceedingly sorry to hear this, and I hope that we shall soon see him out again fit and well.

TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

September 6th.

The papers from Shanghai containing the account of the capture of Port Arthur came to hand yesterday. The report itself had reached us some days before, almost a week ago indeed, but notwithstanding the inherent possibilities of such a capture, there were on the other hand so many counter-considerations, that it was generally discredited. Hence it did not seem worth while to notice it without confirmation, which never came. Perhaps it is worth noting, however, that while it was generally discredited among foreigners, and denied by the Chinese authorities, it became current among the Chinese in the city under the form of a great defeat in which the Chinese loss was placed even as high as 10,000 men. This raises the question whether it would not be well for the authorities to secure reliable information, and diffuse it among the people. It would help to create a spirit of patriotism, as well as foster a spirit of confidence in the conduct of affairs.

So far as we have been able to learn, no satisfaction has been made in regard to the *Chungking* outrage. It is said that some punishment has been administered, but of this there is no assurance whatever, or that the right parties have been dealt with as they deserve. Indeed, we understand that the Viceroy officially referred to the matter in something of the following milk-and-watery style: that it was very improper for common coolies to dress themselves up as soldiers and behave as they did on the *Chungking*. As long as outrage and murders are tolerated, and the culprits not brought to condign punishment, such barbarism will continue to be practised.

A little incident occurred on the French Bund two days ago which illustrates the spirit as well as the stupidity of the *literati*. The students are now arriving in large numbers on their way to Peking for the examinations. A considerable body of them collected on the Bund gazing at and making remarks about the gunboat. After a time, one of the policemen endeavoured to have them move on, and not further obstruct the place, but they did not see it, and immediately seized him and hurried him off to the *yamên*. A peremptory demand made by the French Consul for his return by a specified time, accompanied by a statement of consequences if the demand was not complied with, was effective of his immediate release. It would be for the peace and well-being of China if the officials would turn their attention to the Chou Han class of their subjects.

Per contra, we learn that the proclamations are being extensively posted, and that at the present juncture the mandarins appear to be alive to the demands of the situation. As has often been said, there is little to be feared from the common people if the *literati*, the soldiers, and the Chang Chih-tungs are kept in place.

The Hudson Taylor party, which left Shanghai some six months ago, and travelled north through Hupeh, Shensi, Shansi, Honan, and this province, reaching here two days ago, report quiet and kindly treatment by the people all along their journey. Compared with the reverse of a large part of this journey made by Mr. Taylor a number of years ago, this feature of the journey was in pleasing contrast. Quiet or the reverse prevails as against foreigners, at the will of the mandarins, behind whom are the *literati*.—*N. C. Daily News.*

FOUNTAINS IN PLAY.

Who doesn't enjoy looking at a fountain in play? The bright water leaps into the air as though it were a living, conscious thing. Then at the summit of its arch it is shattered into spray by the wind, or wafted to and fro like the skirts of a dancing girl. And all the while the roar of its rush and the tinkling melody of its fall fill the air. This is water having a good time—water in high spirits. What makes it jump, sing, and laugh in that fashion? Wait a bit. If you please, we will have the explanation later on. Perhaps you know already; perhaps not. It isn't so easy to know things from the bottom.

Under date of March 16th, 1892, a lady writes that for twenty years she always felt low-spirited. Now, what is meant by "spirits" in this sense is a condition of the mind in respect of our being cheerful, happy, enjoying our surroundings, taking delight in all sorts of minor matters, and, in a word, making the most of life ourselves and helping others to make the most of it. Well, then, it is both a glorious and a profitable thing to be always in good spirits; I wish I could be myself.

But I can't; anyhow I'm not. Neither is anybody. Yet why not? What makes our hearts sink down like plummet, and then rise like a cork?

Before we answer let us read the rest of the letter. The writer says: "For twenty years I have suffered from liver complaint and indigestion. I was constantly tired, weak, and languid. My skin was a sallow colour, and I had great pain at the back and shoulders.

"My appetite was poor, I had a bad taste in the mouth, and much pain and weight at the chest after eating. I was also frequently sick, throwing up a sour, frothy fluid. I took different kinds of medicine, but none of them gave me relief, and I got weaker and weaker.

"In March, 1884, I became so bad that I called a doctor, who attended me off and on for twelve months. He gave me medicines but I grew no better, as nothing he prescribed seemed to reach my complaint. About this time I heard of Mother Seigel's Syrup, and commenced taking it. In less than a month all my pain and distress ceased, and I have since been in good health. I keep a bottle of the Syrup in the house as a family medicine, and by taking an occasional dose have needed no doctor.

"I may mention that my aunt, who lives at West Wycombe, Bucks, was afflicted with indigestion and dyspepsia. She states that in her opinion Mother Seigel's Syrup has been the means of saving her life. You are at liberty to use this statement as you may see fit. Yours truly, (Signed) Mrs. Harriett Cutler, Burton House, 33, Kenmure Road, Hackney, London.

No philosopher has yet been able to say what is the exact relation of the mind to the body. This much, however, experience constantly assures us of; that it is very intimate, and that the condition of the mental faculties depends upon that of the body. As birds sing when the sun shines, and are dumb in the dark, so the spirits and mental powers rise and express themselves when we are in health, and are dull and torpid when the body is under the weight of pain and disease. And to know that is to know all we require to act upon.

Everything, money, influence, and every form of success depends so largely upon health that by universal consent we don't expect good service from those who are ill.

And illness, nine times in ten, means precisely what Mrs. Cutler suffered from such a long and weary period—indigestion and dyspepsia—the ailment cured (when the doctors are done with their fruitless experiments) by Mother Seigel's Curative Syrup.

The fountains play only when the water is forced powerfully through their pipes by gravity or by machinery. So the spirits are free and elastic only when the organs within us act without hindrance or obstruction.—[*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

16th September, 1894.—At 4 p.m.

STATION	Barometer reduced to Mean Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain in last 24 hours.
Wladivostock	30.16	69	...	SE	2	c	...
Tokio	30.04	...	...	N	3	...	...
Nagasaki	29.93	85	48	SW	3	g	...
Shanghai	29.99	76	84	W	2	or	...
Foochow	30.78	85	76	NE	2	c	...
Amoy	29.72	90	63	NE	2	c	...
Aspinall		...	...	...	...	...	...
Swatow	29.73	85	...	E	3	o	...
Canton	29.76	91	70	SE	2	c	...
Hongkong	29.75	85	78	E	1	c	...
Victoria Peak		...	...	...	0	...	...
Gap Rock	29.74	...	...	E	2	c	...
Macao	29.75	89	68	SSE	1	c	...
Hoihow		...	...	...	...	...	...
Haiphong	29.76	89	67	SSW	1	c	...
Bolinao	29.47	84	79	N	3	o	...
Manila	29.41	81	92	SW	3	o	...
Cape St. James		...	...	...	...	...	...

17th September, 1894.—At 10 a.m.

STATION	Barometer reduced to Mean Sea Level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain in last 24 hours.
Wladivostock	30.18	64	9	SE	2	or	0.04
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.89	73	95	NNE	3	or	...
Foochow	29.80	83	79	NNE	3	c	...
Amoy	29.70	83	71	N	2	b	...
Swatow	29.68	85	...	E	0	b	...
Canton	29.76	87	76	E	1	b	...
Hongkong	29.73	88	66	N	1	c	...
Victoria Peak		...	...	N	2	...	...
Gap Rock	29.74	...	...	NNW	2	...	...
Macao	29.74	91	75	NW	1	c	...
Hoihow		...	...	...	...	...	...
Haiphong	29.70	83	86	...	0	c	...
Bolinao	29.27	84	79	SE	3	o	0.10
Manila		...	...	...	...	...	...
Cape St. James	30.06	...	...	NW	2	o	...

On the 15th at 4.30 p.m., the depression was situated to the east of north Luzon. On the 16th at 10.51 a.m., the depression has approached the coast of Luzon to the east-south-east of Bolinao. At 11.5 a.m., the barometer is falling in the south of China. Light to moderate north and north-east winds with fair weather probable on south coast. On the 17th at 7.05 a.m., red south cone hoisted. At 10.55 a.m., the centre of the typhoon has entered the China Sea this morning after passing near Bolinao. It is probably moving towards north-west at present. At 11.18 a.m., the barometer is falling in the south of China. In Hongkong, moderate north winds gradually increasing, with weather becoming unsettled during the next 24 hours.

1—Barometer reduced to level of the sea in inches and hundredths. 2—Temperature in the shade in degrees Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, r Raining showers, s Squally, u Rainy, t Thunder, v Visibility of Dew well. 7—Rain in inches, tenths and hundredths.

F. G. FIGG, First Assistant.

Hongkong Observatory, 17th September, 1894.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.73	29.59
Temperature	84	86	88
Humidity	78	66	57
Direction of wind	E	N	WNW
Force	1	1	1
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 16th.....89
Lowest open air temperature on the 16th.....76

F. G. FIGG, First Assistant.

Hongkong Observatory, 17th September, 1894.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	29.72
Barometer—3 p.m.	29.60
Barometer—9 p.m.	29.58
Thermometer—9 a.m.	85
Thermometer—3 p.m.	90
Thermometer—9 p.m.	82
Thermometer—8 a.m. (Wet bulb)	80
Thermometer—3 p.m. (do.)	80
Thermometer—9 p.m. (do.)	81
Dewpoint	77
Humidity	77

To-day's Advertisements.

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HIGH CLASS
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SEPTEMBER 20TH, 1894.

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MIRTH AND MUSIC.

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Sole Proprietor.....Mrs. ALLISON.
Business Manager DANIEL H. KELLY.
Hongkong, 17th September, 1894. [976

GYMKHANA.

THE OCTOBER GYMKHANA is fixed for SATURDAY, the 6th October.
Programmes may be had at the CLUB
W. H. E. MURRAY,
Hon. Secretary.
Hongkong, 17th September 1894. [978

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "PATHAN,"
FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents,
Hongkong 17th September 1894. [963

VICTORIA LODGE
OF HONGKONG, No. 1026.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 17th September, 1894. [977

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND CORPORATION.

THE QUARTERLY MEETING of the above CORPORATION will be held at the MASONIC HALL, Zetland Street, on MONDAY, the 24th instant, at 5.30 P.M.

A. O'D. GOURDIN,
Secretary.
Hongkong, 17th September, 1894. [975

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

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Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

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[PUBLISHED BY AUTHORITY.]

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Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [643

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One person, per day	$ 4.00
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Married couple (occupying one room) per day	7.00
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Married couple (occupying one room) per month from $120 to	140.00

For further particulars, apply to
MANAGER,
New Victoria Hotel.
Hongkong, 31st August, 1894. [933

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BOARD and LODGING from $60 to $70 per Month.

R. TUCKER,
Manager.
Hongkong, 9th August, 1894. [861

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THIS HOTEL, situated on the FRENCH CONCESSION, a very convenient spot on SHAMEEN, is now prepared to offer the BEST ACCOMMODATION to any TOURISTS or OCCASIONAL VISITORS who wish to bring their FAMILIES to pay a visit to CANTON, and EVERY POSSIBLE ATTENTION will be paid to their Comforts.

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V. A. ROZARIO,
Manager.
Canton, 31st July, 1894. [834

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Breakfast ...per meal	$0.75	...per Month	$12
Tiffin..... "	$0.75	"	$20
Dinner "	$1.25	"	$25
Breakfast, Tiffin and Dinner...		"	$45
Breakfast and Tiffin		"	$30
Tiffin and Dinner		"	$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.
Hongkong, 14th June, 1894. [539

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is the fat within it—the more fat the more real benefit from food; that is why cod-liver oil is a powerful builder of flesh.

Scott's Emulsion
of pure cod-liver oil with Hypophosphites has *solved the problem how to take cod-liver oil.* For that reason if no other the medical fraternity prescribe it for all wasting diseases.

The combination of Hypophosphites peculiar alone to Scott's Emulsion has added vastly to the oil value—they are a direct tonic to brain and nerve.

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Sole Agent for Hongkong and the Empire of China:—CHAN A FOOK, at Watkins & Co., Hongkong.
Hongkong, 27th March, 1894.

Intimations.

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AND
RESIDENCE.

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MRS. GILLANDERS.
Hongkong, 3rd July, 1894. [752

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HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.
Hongkong, 24th June, 1881. [723

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No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th March, 1894. [401

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE.
Hongkong, 27th July, 1891. [17

For Sale.

FOR SALE.

PILSENER LAGER BEER,
EXCELSIOR BRAND,
Light and Refreshing.
Cases of 4 doz. qts. or 6 doz. pints$9.50.
LAUTS, WEGENER & Co.
Hongkong, 2nd August, 1894. [841

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, 3rd January, 1894. [948

NOTICE.

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER,
With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thales*, official reports of the Chief Officer, the *Ancona*, and H.M.S. *Porpoise*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.
(All carefully Revised and Edited).

THIS IS THE ONLY
COMPLETE
REPORT OF THE DISASTER.

PRICE FIFTY CENTS.

Orders should be sent in to
THE MANAGER
Hongkong Telegraph Office,
Pedder's Hill.
Hongkong, 26th October, 1894.

The Share Market.

LATEST QUOTATIONS.

BANKS.

Hongkong and Shanghai Bank.—91 per cent., prem., buyers.
The National Bank of China, Ld.—on £8.0.0. paid up,—$24, sellers.
The National Bank of China, Ld.—Founders' shares, nominal.
The Bank of China, Japan & the Straits, Ld.—nominal.
The Bank of China, Japan & the Straits, Ld.—Founders' shares—£5, buyers.

CHINESE LOANS.

Chinese Imperial Loan of 1886 E—11 per cent. premium.

MARINE INSURANCES.

Union Insurance Society of Canton—$130 per share, buyers.
China Traders' Insurance Company—$65 per share, buyers.
North China Insurance—Tls. 170 per share, buyers.
Canton Insurance Company, Limited—$140 per share, buyers.
Yangtsze Insurance Association—$75, sellers.
On Tai Insurance Company, Limited—Tls. 15 per share.
The Straits Insurance Co., Ld.—$17½ per share, buyers.

FIRE INSURANCES.

Hongkong Fire Insurance Company—$180 per share, buyers.
China Fire Insurance Company—$77 per share, buyers.
The Straits Fire Insurance Co., Ld., $21 per share, sellers.

SHIPPING.

Hongkong, Canton, and Macao Steamboat Co.—$26 per share, sellers.
China and Manila Steam Ship Company—$65, sales and buyers.
Indo-China Steam Navigation Company, Limited—$434, buyers.
Douglas Steamship Company—$53, sales and buyers.
China Mutual Shippers Co., Ld.—(Preference)—£6 per share, nominal.
China Mutual Shippers Co., Ld.—(Ordinary)—£1 per share, nominal.

REFINERIES.

China Sugar Refining Company, Limited—$156 per share, sellers.
Luzon Sugar Refining Company, Limited—$48, buyers.

MINING.

Punjom Mining Co.—(Ordinary)—$6.15 per share buyers.
Punjom Mining Co.—(Preference)—$1.90 per share, sellers.
The Raub Gold Mining Co., Limited—$5.10 per share, buyers.
The New Balmoral Gold Mining Co., Limited—$2 per share, buyers.
Société Française des Charbonnages du Tonkin—$70 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$5.85, sales and sellers.

DOCKS, WHARVES AND GODOWNS.

Hongkong and Whampoa Dock Company—78 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$20 per share, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—$37 per share, buyers.
Wanchai Warehouse Co., Ld.—$40 per share, sellers.

HOTELS.

Hongkong Hotel Company—$10 per share, buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures £101.
The Shameen Hotel Co., Limited—nominal.

LANDS AND BUILDING.

The Kowloon Land Investment Co., Limited—$10 per share, sellers.
The Hongkong Land Investment Co., Limited—$51, buyers.
The West Point Buildings Co., Limited—$20 per share, buyers.
Humphreys' Estate and Finance Co., Ld.—$14 per share, sellers.

DISPENSARIES.

A. S. Watson & Co., Limited—$10½ sales and sellers.
Dakin, Cruickshank & Co., Limited—$1½ per share, sales and buyers.

MISCELLANEOUS.

Hongkong Dairy Farm Co., Limited—$6 per share, sellers.
H. G. Brown & Co., Limited—$4 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—$108 per share, buyers.
Hongkong Gas Company—$125 per share, buyers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited—$40 per share, sellers.
The Hongkong Brick and Cement Co., Limited—$4 per share, buyers.
The Green Island Cement Co.—$5½, buyers.
The Hongkong Electric Light Co., Limited—$4.75, buyers.
The Hongkong High-Level Tramway Co., Limited—$70, buyers.
Campbell, Moore & Co., Ld.—$2 per share.

EXCHANGE.

ON LONDON—Bank, T. T.	2/2½
Bank Bills, on demand	2/2⅝
Bank Bills, at 4 months' sight	2/2⅝
Credits at 4 months' sight	2/2½
Documentary Bills, at 4 months' sight	2/3
ON PARIS—	
Bank Bills, on demand	2.77
Credits, at 4 months' sight	2.83
ON INDIA:—	
T. T.	193
On Demand	193⅛
On SHANGHAI—	
Bank, T. T.	74½
Private, 30 days' sight	75½
Sovereigns (Bank's buying rate)	88.90
Silver (per oz.)	29¾

VISITORS AT THE HONGKONG HOTEL.

Mr. J. Batalha.
Rev S. A. Baylee.
Mr. S. Le Bacton.
Captain Brodhurst.
Miss da Costa.
Captain R. Crawford.
Mr. and Mrs. H. Dent.
Mr. W. A. Duff.
Mr. J. J. East.
Mr. D. Galvao.
Captain G. Gibbs.
Mr. J. Kinghorn.
Mr. R. Lyall.
Mr. and Mrs. E. Lycett.
Mr. C. E. Mehta.
Mr. T. Mitchell.
Mr. Oscar Noodt.
Mr. H. Plort.
Mr. C. Rombach.
Mr. F. E. Shean.
Mrs. A. Smith.
Mr. Tatlock.
Capt. & Mrs. Welman.
Mr W. Whitley.
Mr. and Mrs. Whyte.
Mr. Alfred B. Wilson.

VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. J. E. Buckle.
Mr. J. A. E. Chaudet.
Miss Coe.
Mr. H. Crombie.
Mr. H. L. Dalrymple.
Mr. E. Delbanco.
Mr. R. P. Dipple.
Mr. J. P. Dowling.
Mr. Geo. Fenwick.
Mr. W. S. Harrison.
Mr. Geo. Holmes.
Mr. J. E. Macrae.
Mr. Morton Jones.
Mr. Medhurst.
Capt. and Mrs. Moore.
Mr. F. Moroney.
Mr. C. Nielsen.
Mr. W. Parfitt.
Mr. N. Plant.
Mrs. Robinson and children.
Mr. Sandelands.
Mr. F. H. Slaghek.
Mr. & Mrs. A. Findlay-Smith and family.
Capt. & Mrs. Stonham.
Mr. A. G. Stokes.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Oceanien*, with the outward French mail, left Singapore on the 12th instant at 2 p.m., and may be expected here on the 19th.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco on the 28th ulto., left Yokohama on the 17th instant, at daylight, and may be expected here on the 24th.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails, &c., left San Francisco for this port *via* Yokohama and Nagasaki, on the 8th instant.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Vancouver on the 28th ultimo for Yokohama, Kobe, Nagasaki, Shanghai and Hongkong.

NORTHERN PACIFIC MAIL.

The Northern Pacific steamship Co.'s steamer *Tacoma*, from Tacoma, left Yokohama on the 9th instant for Kobe, and may be expected here to-morrow.

STEAMERS EXPECTED.

The China Mutual steamer *Pakling*, from Glasgow and Liverpool, left Suez for Singapore on the 5th instant, and may be expected here to-to-mrrow.

The D. D. R. steamer *Oceana*, from Hamburg, left Singapore on the 14th instant, and may be expected here on the 20th.

The P. & O. S. N. Co.'s steamer *Malacca* left Bombay on the 11th instant, and may be expected here on the 29th.

The N. G. I. steamer *Bisagno* left Bombay on the 9th instant, and may be expected here on the 30th.

Shipping.

ARRIVALS.

JAPAN, British steamer, 2,795, V. W. Hall, 16th Sept.,—Shanghai 11th Sept., General.—P. & O. S. N. Co.
TAICHOW, British steamer, 862, H. Deans, 16th Sept.,—Bangkok 6th Sept., and Koh-si-chang 10th, General.—Yuen Fat Hong.
THALES, British steamer, 820, H. Bathurst, 16th Sept.,—Taiwanfoo 14th Sept., Amoy 15th, General.—D. Lapraik & Co.
GERA, German steamer, 3,406, B. Blanke, 16th Sept.,—Shanghai 13th Sept., Mails and General.—Melchers & Co.
NORMANDIE, Norwegian steamer, 628, E. A. Berg. 16th Sept.,—Canton 16th Sept., General.—Melchers & Co.
AMOY, German steamer, 663, W. Wulff, 17th Sept.,—Canton 17th September, General.—Ed. Schellhass & Co.
AJAX, British steamer, 1,477, Goodwin, 17th Sept.,—London 4th August, and Singapore 11th Sept., General.—Butterfield & Swire.
PATHAN, British steamer, 1,762, Wright, 17th Sept.,—Singapore 11th Sept., General.—Dodwell, Carlill & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Pakshan, British steamer, for Swatow, &c.
Macduff, British steamer, for Singapore, &c.
Holstein, German steamer, for Saigon.
Trocas, British steamer, for Singapore, &c.

DEPARTURES.

September 16, *Swatow*, British steamer, for Haiphong.
September 16, *Loksang*, British str., for Canton.
September 16, *Arratoon Apcar*, British str., for Singapore, &c.
September 16, *Sungkiang*, British steamer, for Manila.
September 16, *Nanshan*, British str., for Kobe.
September 16, *Menmuir*, British steamer, for Macao, Timor, Thursday Island and Sydney.
September 16, *Hailoong*, British steamer, for Swatow, &c.
September 16, *Frejr*, Danish str., for Hoihow.
September 17, *Devawongse*, British steamer, for Swatow, &c.
September 17, *Macduff*, British str., for Singapore and New York.
September 17, *Pakshan*, British str., for Swatow and Amoy.

PASSENGERS—ARRIVED.

Per *Gera*, from Shanghai.—Rev. and Mrs. Stockmeyer, Mr. and Mrs. Curreen, Mr. and Mrs. Graystone, Mrs. O. H. Arnott, Miss Forth, Miss Michelsen, and 15 Chinese.
Per *Thales*, from Taiwanfoo, &c.—Captain and Mrs. Jacobsen and children, Mr. J. G. Gotz, and 11 Chinese.
Per *Taichiow*, from Bangkok, &c.—10 Chinese.
Per *Japan*, from Shanghai.—1 Chinese.
Per *Ajax*, from Singapore, &c.,—30 Chinese.
Per *Pathan*, from Singapore.—100 Chinese.

DEPARTED.

Per *Arratoon Apcar*, for Singapore.—Mr. and Mrs. G. B. Whyte.
Per *Hailoong*, for Amoy.—Mr. and Mrs. Lapraik.

REPORTS.

The British steamship *Japan* reports that she left Shanghai on the 11th instant, and had fine weather.

The German steamship *Gera* reports that she left Shanghai on the 13th instant, and had fine weather throughout.

The British steamship *Pathan* reports that she left Singapore on the 11th instant, and had light northerly winds and calms with smooth sea throughout.

The British steamship *Thales* reports that she left Taiwanfoo on the 14th instant, and Amoy on the 15th. On Saturday, the 8th, proceeded to Makung harbour (Pascadores Island), and anchored for 6 days owing to a very heavy sea running on the Taiwanfoo Bar. The C. G. T. steamship *Cass* also in Makung through stress of weather. From Taiwanfoo to Amoy and Hongkong experienced moderate winds variable from south-east to north-east and fine clear weather.

The British steamship *Taichiow* reports that she left Bangkok on the 6th instant, and Koh-si-chang on the 10th, and had light winds and cloudy weather to Cape Padaran; thence to port had light northerly and north-east winds and fine weather.

Post Office.

A MAIL WILL CLOSE—

For Swatow, Amoy, and Taiwanfoo.—Per *Tholes* to-morrow, the 18th instant, at 9.30 A.M.
For Shanghai.—Per *Glenfarg* to-morrow, the 18th instant, at 11.30 A.M.
For Kobe and Yokohama.—Per *Benlomond* to-morrow, the 18th instant, at 11.30 A.M.
For Saigon.—Per *Propontis* to-morrow, the 18th instant, at 1.30 P.M.
For Bangkok.—Per *Phra Nang* to-morrow, the 18th instant, at 2.30 P.M.
For Straits and London.—Per *Japan* to-morrow, the 18th instant, at 2.30 P.M.
For Saigon.—Per *Holstein* to-morrow, the 18th instant, at 3.30 P.M.
For Europe, &c., &c.—Per *Gera* to-morrow, the 18th instant, at 5 P.M.
For Hoihow and Haiphong.—Per *Hongkong* on Wednesday, the 19th instant, at 9.30 A.M.
For Europe, &c., India *vià* Tuticorin, and Mauritius.—Per *Yarra* on Wednesday, the 19th instant, at 11 A.M.
For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *City of Peking* on Wednesday, the 19th instant, at 12.30 P.M.
For Swatow, Foochow, and Tientsin.—Per *Nanchang* on Wednesday, the 19th instant, at 3.30 P.M.
For Nagasaki and Kobe.—Per *Malwa* on Thursday, the 20th instant, at 11.30 A.M.
For Macao, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Chingtu* on Saturday, the 22nd instant, at 3.30 P.M.
For Straits and London.—Per *Myrmidon* on Monday, the 24th instant, at 5 P.M.
For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Tacoma* on Tuesday, the 25th instant, at 11.30 A.M.

SHIPPING IN HONGKONG

STEAMERS.

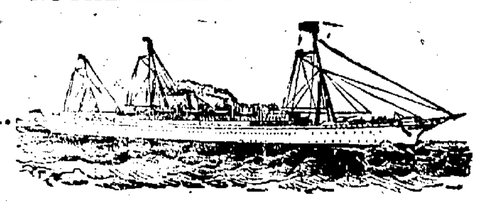
AGNES, French steamer, 290.—Geo. R. Stevens.
ARRATOON APCAR, British steamer, 1,392, J. E. Hansen, 11th Sept.,—Calcutta 22nd August, Penang 30th, and Singapore 3rd Sept, Opium and General.—D. Sassoon, Sons & Co.
BENLOMOND, British steamer, 1,752, A. W. S. Thompson, 9th Sept.,—Kutchinotzu 4th Sept., Coals.—Gibb, Livingston & Co.
CHRYDRA, British steamer, 1,574, R. Cass, 14th Sept.,—Calcutta 29th August, Penang 5th Sept., and Singapore 8th, General and Opium.—Jardine, Matheson & Co.
CITY OF PEKING, American steamer, 3,129, R. R. Searle, 13th Sept.,—San Francisco 16th August, Yokohama 5th Sept., and Nagasaki 9th, Mails and General.—P. M. S. S. Co.
FAME, British steamer, 117, Captain Stopani.—Hongkong and Whampoa Dock Co.'s tug.
FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 27th July,—Canton 27th July, General.—C. M. S. N. Co.
GLENFARG, British steamer, 2,350, F. Selby, 14th Sept.,—London, and Singapore 8th September, General.—Jardine, Matheson & Co.
HOLSTEIN, German steamer, 1,103, J. Bruhn, 12th Sept.,—Saigon 6th Sept., Rice and Flour.—Wieler & Co.
HONGKONG, French steamer, 738, C. Bastran, 15th September,—Haiphong, and Hoihow 14th Sept., General.—A. R. Marty & Co.
MALWA, British steamer, 1,788, R. A. Peters, 14th Sept.,—Bombay 28th August, and Singapore 8th September, General.—P. & O. S. Co.
MATHILDE, German steamer, 600, P. Moos, 12th Sept.,—Touron 9th September, General.—Siemssen & Co.
NANCHANG, British steamer, 1,306, E. Finlayson, 15th Sept.,—Canton 15th September, General.—Butterfield & Swire.
PHRA NANG, British steamer, 1,021, W. H. Watton, 5th Sept.,—Bangkok 27th August, Rice and General.—Yuen Fat Hong.
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 15th Sept.,—Bangkok 3rd Sept., and Koh-si-chang 6th, General.—Butterfield & Swire.
PRAYA, 130, Captain MacIsaac.—Hongkong Government Tender.
PROPONTIS, British steamer, 1,390, W. H. Farrand, 8th Sept.,—Saigon 3rd Sept., Rice.—Chinese.
RIO, German steamer, 1,109, C. H. Davidsen, 14th September,—Saigon 6th Sept., Rice.—Wieler & Co.
STRAITS OF DOVER, British steamer, 1,904, Holliday, 13th September,—Moji 6th Sept., Coals.—Order.
STRATHDEE, British steamer, 1,709, Forsyth, 15th September,—Hongay 11th September, Coals.—Jardine, Matheson & Co.
TROCAS, British steamer, 2,657, James Edwards, 15th September,—Foochow 13th September, General.—Shewan & Co.
YUNG-CHING, Chinese steamer, 760, R. E. Harris, 12th August,—Amoy 10th August, General.—C. M. S. N. Co.

SAILING VESSELS.

CALEB CURTIS, American schooner, 35, Brake, 5th June,—Yap (Caroline Islands) 29th May, General.—Order.
COMET, Nicaraguan barque, 600, J. Kirk, 26th June,—Manila 15th June, Sugar.—Shewan & Co.
GEORGE T. HOMER, American ship, 1,267, C. Hemon, 31st August,—Yokohama 4th Aug., Ballast.—Shewan & Co.
H. HACKFELD, German bark, 1,249, T. W. Hillgeriot, 22nd August,—Cardiff 8th March, Coals.—Melchers & Co.
IVY, American ship, 1,181, Lowell, 26th August,—San Francisco 12th June, General.—Sasman & Co.
JAPAN, Italian bark, 396, Bartolomeo Guartavisc, 22nd June,—Callao 2nd April, Ballast,—Order.
LILLIAN L. ROBBINS, British ship, 1,699, E. F. Robbins, 12th Sept.,—New York 21st April, Petroleum.—Order.
LINA, German bark, 461, Albrecht, 5th August,—Albany (W.A.), 13th June, Sandalwood.—Jardine, Matheson & Co.
MATTERHORN, British four-masted ship, 1,839, John Williams, 4th Sept.,—Shanghai 28th August, General.—Wieler & Co.
OTAGO, British bark, 336, Desborough, 4th Sept.,—Newchwang 31st July, Beans.—Wieler & Co.
SILBERHORN, British ship, 1,853, Gibson, 26th July,—Shanghai 13th July, General.—Shewan & Co.
SUSQUEHANNA, American ship, 2,698, Sewall, 19th July,—New York 8th March, Kerosene Oil.—Reuter, Brockelmann & Co.
THERMOPYLÆ, British bark, 975, Winchester, 11th Sept.,—Shanghai 5th Sept., Ballast.—Order.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.  1894.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 3rd October.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 31st October.
EMPRESS OF INDIA...Comdr, O. P. Marshall, R.N.R...WEDNESDAY, 28th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 5th September, 1894. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 19th Sept., at 1 P.M.
China (via Nagasaki, Kobe, Inland Sea & Yokohama)	Tuesday, 2nd October, at 1 P.M.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	Saturday, 20th Oct., at 1 P.M.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY the 19th September, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vià Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central

C L GORHAM Acting Agent
Hongkong, 29th August, 1894. [1

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th July, 1893. [190

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Wednesday, 10th Oct., at 1 P.M.
Oceanic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th Oct., at 1 P.M.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)	Tuesday, 20th Nov., at 1 P.M.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 10th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, 13th September, 1894. [2

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1889. [3

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	Tuesday	September 25th.
Sikh	Tuesday	October 16th.
Victoria	Tuesday	November 6th.
Tacoma	Tuesday	December 11th.
Sikh	Tuesday	January 1st.

THE Steamship

"TACOMA,"

Captain Victor Perkes, sailing at Noon, on TUESDAY, the 25th September, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE & YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 28th August, 1894. [4

For Sale.

IMPORTANT TO NAVIGATORS

WILL SHORTLY BE READY.

A SECOND EDITION
OF
THREE THOUSAND COPIES
OF
"THE TYPHOONS OF THE EASTERN SEAS."

A REVIEW,
by
THE LATE MAJOR-GENERAL PALMER, R.E.
(Reprinted from *The Hongkong Telegraph.*)

PRICE.....FIFTY CENTS.

"THE HONGKONG TELEGRAPH,"
Pedder's Hill.

Hongkong, 24th May, 1894.

THE TYPHOON SEASON.

Every Commander and Officer on board ship should possess a copy
of
"THE LAW OF STORMS IN THE EASTERN SEAS,"
(by W. Doberck, Director of the Hongkong Observatory).

THIS *vade mecum* for every navigator in the Far East has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

It is issued at Fifty Cents for the first and One Dollar for the second edition, and may be obtained from

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or the
"HONGKONG TELEGRAPH" OFFICE.
Pedder's Hill,

Hongkong, 24th May, 1894.

FOR SALE.

THE SCHOONER
"MONTIARA,"
AS SHE NOW LIES IN CAUSEWAY BAY.

Length	75 feet.
Beam	17 feet.
Depth of hold	7½ feet.
Registered Tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 1st August, 1894. [18

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia., Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH,
6, Pedder's Hill.

Hongkong, 1st August, 1894. [19

Printed and Published by ROBERT FRASER-SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.